NOTIFICATION.

Bangalore, dated 9th December 1966.

S. O. 44.—In exercise of the powers conferred by Section 4 of the Madras Forest Act, 1882 (Madras Act V of 1882), as in force in the Madras area, the Government of Mysore hereby—

(i) declares that it is proposed to constitute the lands in the Puttur Taluk of South Kanara District, the situation and limits of which are specified in the Schedule hereto annexed, as Reserved Forest ;

(ii) appoints the Forest Settlement Officer, Mangalore, to be the Forest Settlement Officer for purposes of clause (c) of the said Section ; and

(iii) appoints the Divisional Forest Officer, Mangalore to attend on behalf of the Government at the enquiry conducted by the said Forest Settlement Officer.

Under Section 14 of the said Act, the Government of Mysore hereby appoints the Deputy Commissioner of South Kanara District to hear Appeals on any Orders passed by the Forest Settlement Officer under sections 11, 12 and 13 of the said Act.

SCHEDULE.

Name of the District	...	South Kanara
Name of the Taluk	...	Puttur
Name of the Village	...	Ubaradka-Mithoor and Nellur Kemraje.
Survey Field Numbers	...	275, 278, 5/2A1, 6/3A, 7/1C2 of Uberadkamitthur S. Nos. 5/1B1 57, 58, 77/1, 79/2, 80, 83/1 & 85 of Nellur Kemraje Village.
Name of the Block	...	Pumaie R. F. Exten. Block V.
Extent	...	173·00 acres.

North.-Starting from the station No. 131 (newly constructed cairn No. 112), he demarcation line of the block proposed runs in almost north-east direction a distance of 2022 links to reach the station No. 2, passing through the intermediate

stations 132, 133, 0 and 1. Thence it runs in South-East direction to station No. 3 a distance of 274 links. From there it runs in Southern direction to station No. 4, a distance of 295 links. Again it runs in south-east direction to station No. 5, a distance of 346 links. Again it runs in almost southern direction to station No. 6 a distance of 179 links. From there it runs in almost western direction to station No. 7 a distance of 500 links. Again it runs in almost southern direction to station No. 8, a distance of 328 links. There from the line runs in almost south-east direction a distance of 1367 links to reach the station No. 11, passing through the intermediate stations 9 and 10. Thence it runs in almost north-east direction to station No. 12, a distance of 321 links. From there it runs in northern direction a distance of 359 links to reach the station No. 14, passing through the intermediate station No. 13. From there it runs in north-east direction to station No. 15, a distance of 256 links. Again it runs in almost south-east direction a distance of 921 links to reach the station No. 18 passing through the intermediate stations 16 and 17. Again it runs in almost southern direction a distance of 300 links to reach the station No. 20, passing through the intermediate station 19. Again it runs in eastern direction to station No. 21, a distance of 370 links. Thence it runs in north-east direction to station No. 22, a distance of 124 links. Bearings and distances from station to station are furnished below.

Station Numbers From	To	Bearings in Degrees in F. B.	Distances in links
1	2	3	4
131	132	38	455
132	133	23	650
133	0	88½	300
0	1	10½	326
1	2	53½	291
2	3	138½	274
3	4	171½	295

1	2	3	4
4	5	116	346
5	6	195	179
6	7	268	500
7	8	193	328
8	9	140½	469
9	10	156½	414
10	11	162½	484
11	12	76	321
12	13	4½	100
13	14	7½	259
14	15	67	256
15	16	127	359
16	17	100½	314
17	18	123	248
18	19	17	100
19	20	172	500
20	21	86	370
21	22	62½	124

East.—Thence the line runs in south-east direction to station No. 23, a distance of 310 links. From there it runs in almost south-west direction to station No. 24, a distance of 247 links. From there it runs in southern direction a distance of 825 links. To reach the station No. 26 passing through the intermediate station No. 25. From there it runs in south-west direction to station No. 27, a distance of 318 links. Again it runs in south-east direction to station No. 28, a distance of 263 links. From there it runs in North-east direction, a distance of 628 links to reach the station No. 30, passing through the intermediate station 29. From there it runs in south-west direction a distance of 415 links to reach the station No. 32, passing through the intermediate station No. 31. Again it runs in south east direction to station No. 33, a distance of 600 links. Thence it runs in north-east direction to station No. 34, a distance of 459 links. From there it runs in southern direction to station No. 35, a distance of 429 links. From there it runs in almost south-west direction a distance of 1092 links to reach station 38 passing through the intermediate stations 36 and 37. From there it runs in southern direction to station No. 39, a distance of 463 links. From there it runs in

almost south-east direction a distance of 1599 links to reach the station No. 42, passing through the intermediate stations 40 and 41. From there it runs in south-west direction a distance of 920 links to reach the station No. 44 passing through the intermediate station 43. Again it runs in almost eastern direction to station No. 45, a distance of 585 links. Again it runs in almost southern direction to station No. 46 a distance of 394 links. From there it runs in almost south-east direction a distance of 848 links to reach the station No. 48, passing through the intermediate station No. 47. From there it runs in north each direction a distance of 692 links to reach station No. 51, passing through the intermediate station 49 and 50. Again it runs in south-east direction to station No. 52 a distance of 275 links. Then runs in north east direction to station No. 53 a distance of 355 links. From there the line runs in almost south east direction a distance of 725 links to reach the station No. 55 passing through the interm diate station No. 54. From there it runs in southern direction to station No. 56 a distance of 423 links. Again it runs in south east direction to station No. 57, a distance of 500 links. From there it runs in almost southern direction a distance of 363 links to reach the station No. 59, passing through the intermediate station No. 58. From there it runs in almost south west direction to station No. 60, a distance of 282 links. From there it runs in almost southern direction a distance of 545 links to reach the station No. 63, passing through the intermediate stations 61 and 62. Again it runs in south east diretion a distance of 287 links to reach the station No. 64, which is a point situated at the cairn No. 40, of Pumale R.F. Bearing and distances from station to station are furnished below.

Station From	Numbers To	Bearings in degrees in F,B.	Distances in links
1	2	3	4
22	23	138	310
23	24	199	247
24	25	182	500

1	2	3	4
25	26	183½	325
26	27	216	318
27	28	120½	263
28	29	56½	360
29	30	61½	328
30	31	206	200
31	32	209	215
32	33	117½	600
33	34	70	459
34	35	178½	429
35	36	200½	300
36	37	206½	390
37	38	212½	402
38	39	150½	463
39	40	169	639
40	41	172	390
41	42	155½	570
42	43	202	520
43	44	193	400
44	45	100½	385
45	46	177½	394
46	47	165	476
47	48	161½	352
48	49	55	420
49	50	60½	200
50	51	67	72
51	52	111½	274
52	53	30½	355
53	54	111½	270
54	55	144½	455
55	56	173	428
56	57	134	500
57	58	170½	220
58	59	177½	143
59	60	199	282
60	61	173	172
61	62	186	200
62	63	185½	173
63	64	151	287

South.—Then the demarcation line runs in almost south west direction in the following bearings along the demarcation line of Pumale R.F. to station No. 67, a

distance of 730 links, passing through the intermediate stations 65 and 66.

64	65	225½	130
65	66	225½	120
66	67	234½	480

West.—Thence the boundary line leaves the demarcation line of the Pumale R. F. and proceeds in northern direction to station No. 68, a distance of 276 links. From there it runs in north-west direction to station No. 69, a distance of 330 links. Again it runs in almost northern direction a distance of 695 links to reach the station No. 71 passing through the intermediate station No. 70. From there it runs in south-west direction No. 72, a distance of 475 links. From there it runs in western direction to station No. 73, a distance of 320 links. Again it runs in almost northern direction a distance of 737 links to reach station No. 75 passing through station 74. Thence it runs in north-west direction to station No. 76, a distance of 419 links. Again it runs in western direction to station No. 77, a distance of 264 links. Again it runs in almost south-west direction a distance of 424 links to station No. 79, passing through intermediate station No. 78. Thence it uns in north-west direction a distance of 655 links to station No. 81, passing through intermediate station No. 80. From there it runs in north east direction to station No. 82, a distance of 440 links. Again it runs in north west direction station No. 83 a distance of 480 links. Thence it runs in northern direction to station No. 84, a distance of 288 links. Then it runs in north west direction a distance of 1761 links to station No. 89, passing through intermediate stations 85 to 88. From there it runs in western direction a distance of 845 links to reach the station No. 91, passing through the intermediate station 90. Again it runs in north-west direction to station No. 92, a distance of 422 links. Then it runs in almost northern direction a distance of 463 links to reach station No. 94 passing through the intermediate station No. 93. Then it

runs in almost north east direction a distance of 694 links to reach the station No. 96 passing through the intermediate station No. 95. From there it runs to eastern direction a distance of 871 links to reach station No. 98, passing through the intermediate station No. 97. Thence it runs in northern direction to station No. 99, a distance of 395 links. Again it runs in almost north west direction a distance of 670 links to station No. 101 passing through intermediate station No. 100. From there it runs in almost north east direction a distance of 800 links to station No. 103, passing through the intermediate station 102. From there it runs in south east direction to station No. 104, a distance of 270 links. Thence it runs in eastern direction to station No. 105, a distance of 265 links. From there it runs in almost northern direction to station No. 106, a distance of 330 links. Thence it runs almost north-west direction a distance of 1260 links to reach the station No. 109, passing through the intermediate stations 107 and 108. From there it runs in almost south west direction a distance of 606 links to reach the station No. 111, passing through the intermediate station No. 110, from there it runs in almost north west direction a distance of 926 links to station No. 113 passing through the intermediate station 112. From there it runs in southern direction to station No. 114, a distance of 429 links. Thence it runs in south west direction a distance of 437 links to reach the station No. 116, passing through the intermediate station No. 115. Thence it runs in almost north west direction a distance of 707 links to reach station No. 118, passing through the intermediate station 117. Thence the line runs in almost north east direction a distance of 1172 links to reach the station No. 121, passing through the intermediate stations 119 and 120. Thence the line runs in north west direction to station No. 122, a distance of 428 links. Again it runs in western direction to station No. 123 a distance of 363 links. Thence it runs in north west direction to station No. 124, a distance of 333 links. From there it runs in north east direction to station No. 125, a distance of 450 links. From there it runs in almost north west direction a distance of 1199 links to reach the station No. 129, passing

through the intermediate stations 126 to 128. Thence it runs in almost eastern direction to station No. 130, a distance of 377 links. Finally the line runs in north west direction a distance of 463 links to reach the station No. 131, which is the starting point. Bearings and distances from station to station are furnished below.

Station Numbers From	To	Bearings in F.B.	Distances in links
1	2	3	4
67	68	3½	276
68	69	342½	330
69	70	0	508
70	71	351½	195
71	72	253	475
72	73	274	320
73	74	355	315
74	75	357	422
75	76	317	419
76	77	270	264
77	78	257	164
78	79	261	260
79	80	318½	300
80	81	324	355
81	82	16½	440
82	83	335½	480
83	84	0	288
84	85	345½	510
85	86	341	400
86	87	344½	300
87	88	339	171
88	89	318	350
89	90	266½	490
90	91	270½	355
91	92	288½	423
92	93	347½	280
93	94	½	183
94	95	67	354
95	96	83	310
96	97	104	607
97	98	99	564
98	99	1½	395

1	2	3	4
99	100	302	450
100	101	340½	220
101	102	43½	550
102	103	71½	250
103	104	153½	270
104	105	98	265
105	106	353½	330
106	107	304	280
107	108	278½	530
108	109	330	450
109	110	224	266
110	111	210	340
111	112	288	400
112	113	274	526
113	114	181	429
114	115	248	200
115	116	255½	147
116	11	345½	330
117	118	330	377
118	119	62½	400
119	120	45½	430
120	121	26	342
121	122	330	428
122	123	270½	363
123	124	284	333
124	125	16	450
125	126	338½	442
126	127	295	200
127	128	297	180
128	129	323	377
129	130	269	377
130	131	353½	468

Rights of ways to be allowed :—

1. Panchayat road–From Doddathota, the panchayat road enters the block between cairn Nos. 75 and 76 and comes out between cairn Nos. 36 and 37 and goes to Nellur Kemraj Village.

Other rights:—1. Free grazing of cattle by the villagers.

2. Free removal of green manure leaves for the *bona-fide* use by ryots.

3. Free removal of fuel for *bonafide* use by villagers.

[No. AFD 133 FAF 68.]

By Order and in the name of the Governor of Mysore,

S. BALASUBRAMANYAN,
Under Secretary to Government,
Agriculture and Forest Department.